



Official and Classified ADVERTISEMENTS

Continued from Page 15

VESSELS WANTED

WANTED. MFV hull only, sound condition essential, 65/75ft. Mat-tail, 438 Norfolk.

MEDIUM to heavy construction, wooden but consider GRP, boat wanted. Preferably along Dory lines with forward, two berth cabin, decked high aft, approx. 30ft x 10ft, but draught must not exceed 3ft. Marine diesel approx. 50bhp, must be in first class order and subject to inspection. Winch and/or hauler and stern gantry would influence. Enquiries price for right boat around £4,000. Details and photo please to Box No. 589.

WANTED. Vessel 65/80ft. preferably less than 50 gross tons, not less than 300hp, not more than 10 years old. Vessel required for trawling or pair trawling. Details to Box No. 602.

WANTED 50-60ft. Scottish MFV, good hull and Gardner engine, no fishing gear required. Box No. 596.

WANTED Island Plastic 23, or similar, state condition and price. Telephone: 051 228 1460.

WANTED diesel engine vessel about 70ft. x 20ft. x 7ft. draft for use as buoy tender, good windlass and space on foredeck essential, will consider suitable vessel built after 1966. Reply Harbour Office, Caernarvon. Telephone: Caernarvon 2118.

BOOKS

STABILITY AND TRIM OF FISHING VESSELS by J. Anthony Hind. C Eng. MRINA, has particular relevance today. This established text-book gives basic principles for safety and operation. Order direct from Fishing News Books Ltd, 1 Long Garden Walk, Farnham, Surrey - GU10 2AA. Including postage and packing - or ask for free detailed catalogue.

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SITUATIONS VACANT

MARINE and industrial refrigeration engineers required for service and installation work, in Lancashire area, salary negotiable together with fringe benefits. Apply Mr. A. H. Long, The Clyde Ice and Cold Storage Co. Ltd., Wyre Dock, Fleetwood, telephone: Fleetwood 3249.

SALES MANAGER

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For Scarborough branch
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Please reply to
BOX NO. 597

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JUNE 10 ISSUE

As this big Special Number will be produced and published during Bank Holiday week, Classified Advertisements should be telephoned or posted (first class) no later than Friday, June 3.

'Versatility' for Africa

THE FOOD and Agricultural Organisation in Rome has placed an order for a 30ft. GRP vessel with Versatility Workbooks of Rye, Sussex.

The new craft, which is for a project in Dakar, West Africa, is based on the Versatility 30 hull. To suit local conditions, the draught has been reduced from 3.5ft. to 2.5ft. by using an insert in the mould.

The self-draining deck will be of GRP construction and the aft wheelhouse offset to port. The forecastle will have a raised deck and benches for seating and storage space.

The fully insulated hold will extend from abaft the forward main bulkhead to the engine compartment, providing a volume of approximately 225cu.ft.

A Renault Couach RC56D diesel engine, fitted with Borg-Warner 2.5:1 reduction gear, will power the craft.

Other equipment will include a Morris 0.75-ton belt-driven trawl winch, purse seine davit, tubular steel mast and derrick and Ferrograph G500 MkII sounder.

The GRP boat is expected to be ready for delivery to Dakar in under 20 weeks.

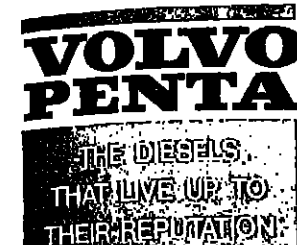
SURVEY FEES — ON TERMS

THE OFFER to the fishing industry of deferred terms to pay for surveys has already been given outline approval by the Treasury. In the House of Commons last week, before the plan was discussed with fishery representatives, Mr John Archer, head of the marine division of the Department of Trade gave details of the plan.

He said that the costs of the original and second surveys would be added together with administrative costs and interest, and a quarterly payment worked out. Each year, as payments were made, an annual certificate would be issued instead of the full safety certificate.

Mr Archer said that already the requirement for 80 per cent of the fee to be paid in advance had been relaxed informally in cases of hardship and he wanted this position to be regularized.

He was "most anxious" that the attempt to improve



THE DIESELS THAT LIVE UP TO THEIR REPUTATION 75hp 524hp



We're throwing it away — nobody wants distant water plaice. Story page seven

THE RUSSIANS APOLOGISE...

RUSSIA has admitted making a mistake in ordering a British trawler out of her sector of the Barents Sea, and apologised for the incident.

The 441-ton Grimsby trawler *Barnley* was approached on May 25 by a Soviet warship and ordered to leave. Skipper Jimmy Hodson was told he would not be allowed back inside the Russian sector of the White Seas until there was an agreement with Britain and Russia.

Foreign Secretary, Dr. David Owen, asked the Soviet Ambassador in London for an explanation. After checking the Russians admitted the incident had been a mistake and on Saturday a Foreign Office spokesman told British vessels to continue on the Soviet grounds for the time being.

Norway cut-back stuns Grimsby

THE BIG cut-back in quotas for EEC vessels announced by Norway last week stunned Grimsby into an angry silence as the port's three distant water operators — Boston, BUT and Consolidated — waited pessimistically to hear what the British share out is likely to be.

With the Icelandic grounds now closed and the British Newfoundland quotas for 1977 already exhausted, the owners were banking on the Norwegians to safeguard the future of the dwindling fleets. There is now the additional fear that the EEC will delay announcing national quotas as member nations argue over who is entitled to what.

foreign-caught fish will have to be imported to keep the shore side of the industry going — particularly at Grimsby where there are several huge frozen food factories and processing units employing thousands.

"We are literally all at sea and the position is so critical now that there are ships leaving Grimsby which have no idea, until the very last moment, where they are going and what fish they will be looking for," one company spokesman told *Fishing News*.

fishing news

June 3, 1977

No. 3330

Est. 1913

15p



BACK TO SEA! New survey releases banned 'Our Adriatic'

THE DEPARTMENT of Trade has released the Brixham trawler *Our Adriatic* which at one time carried on fishing despite being barred from going to sea after failing her safety survey. DoT surveyors tested the boat again last week following a wave of protest from the industry over the ban and she was pronounced fit for sea — provided limits on her carrying capacity are adhered to.

This was a victory for Skipper Stan French (top right) whose inshore boat has been going to sea for 30 years without incident.

This time a more complicated stability test involving computers was applied. Although the vessel failed this test, it is understood she was very close to the pass line. The original stability test on *Our Adriatic* was a simple method devised for UK-built boats. For foreign vessels like *Our Adriatic*, with different profiles, a more complicated test is needed. The department says that once it has worked out the parameters, it should be able to use the more simple procedure on all boats.

The Department of Trade was under fire again over the safety regulations in the House of Commons last week.

At a meeting of the sub-committee investigating the fishing industry, Hamish Watt, Scottish National Party MP for Banff, suggested to Stanley Clinton Davis, under-secretary for Trade, that his officials had withheld from him evidence about the feelings of the industry in regard to the rules.

Mr. Watt, a member of the committee, also asked Mr. Davis whether he was aware of the mess the Department of Trade had got into about the regulations.

Mr. Davis replied that he did not accept that it had got into a mess. They had some cases, not in common with the generality, which had caused problems.

Mr. Watt: Are you sure you have had all the evidence given to you, or has some of the evidence which is coming to this com-

mittee from men from the Shetlands to the south-west been deliberately held back from you?

Mr. Davis: No.
Mr. Watt: One reason this committee is investigating the problems of safety is because constituency MPs have been under such pressure.

Mr. Davis: The pejorative way you are addressing your remarks I do not find constructive, because the essence of what you say is that one should virtually do nothing in the face of complaint. That is a counsel of despair and ineptitude.

Later Mr. Watt returned to his point: "Are you, with hindsight, satisfied that your officials have kept you aware of the height of feeling generated in Scotland by the nagging detail some surveyors have insisted on?"

Mr. Davis: "From beginning to end you have adopted a tone which suggests a preformed attitude. That may be from a constituency interest. I do not know. Even

if officials had wanted to keep things from me, they would not have been able to because ministers got to know about these problems. There is no evidence that my officials have done anything of the sort.

"If we have made errors, we are trying to put them right, to mitigate certain difficulties which have arisen in a year's operation. I foresaw that that was a possibility."

Mr. Davis told the committee that he is considering whether it will be possible to issue conditional certificates to some vessels which cannot meet general stability requirements.

He could neither give a decision now, nor say when one could be announced, but Mr. Davis commented: "I am trying to enable a situation to arise where we have proper regard for the competence of the man who is going to sea for a long time, but I also have to have regard to the situation where he sells a vessel which does not meet normal stability requirements."



The COSALT Service to the Fishing Industry

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From hardware such as bobbins, shackles and chain etc. to protective clothing for both ship and shore use. Of course, COSALT are famous for nets and twines. All kinds of fully rigged trawls are made in our own factories. The choice is designed to provide trawls for inshore and deep sea use as well as Pelagic trawls for Herring, Sprat and Mackerel.

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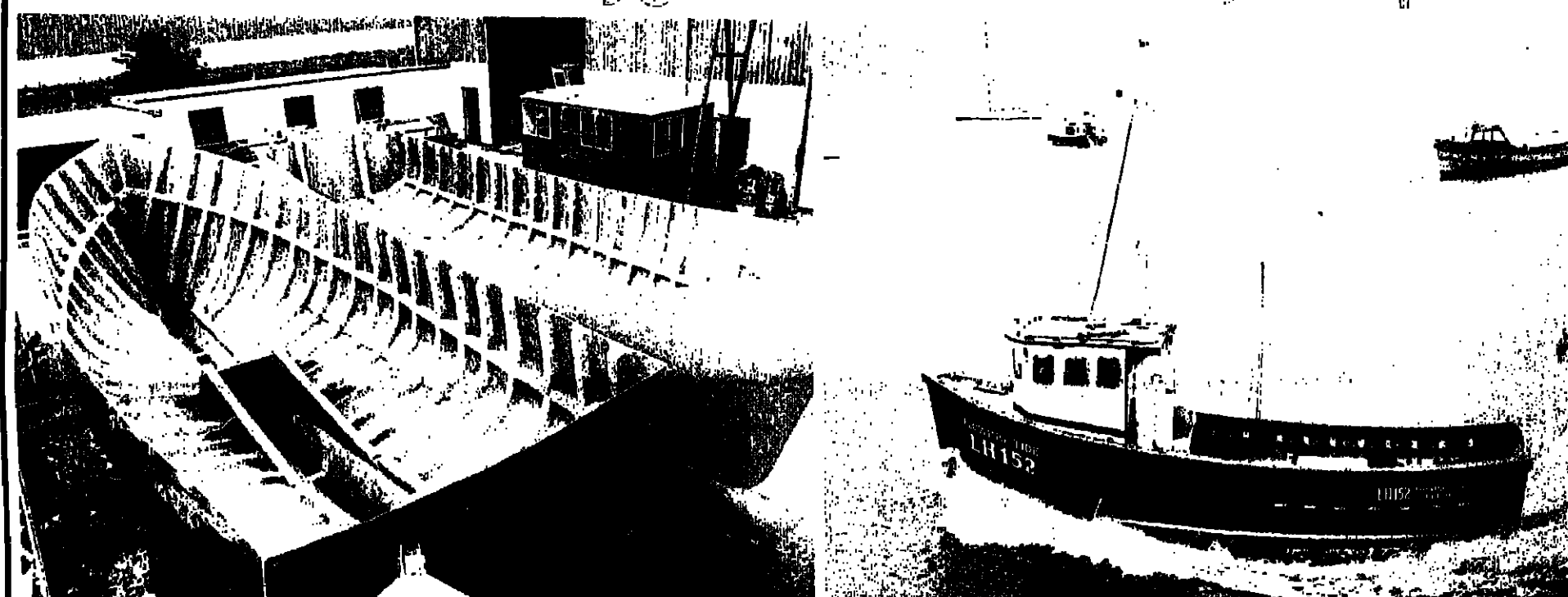
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PH 3/6

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From bare shell to a completed boat, Cygnus now offer their well-proven heavy displacement GM range (21, 26, 32 and 36ft. LOA) in various stages of completion to suit your pocket. We will supply you with detailed constructional drawings, and also most of the fittings and materials that you will need. With the price of new craft escalating all the time, more and more fishermen are building their own boats with our helpful assistance. — Come and meet Cygnus at Catch 77, — Humberside, 15 — 19 June, 1977

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Chris Brook, Tel: Penryn (0328) 72870
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FROM THE CYGNUS WORKBOATS

Mackerel objection

THE HIGHLAND Regional Planning and Development Committee has refused planning permission to use the Highlands and Islands Development Board knitwear factory at Inverness as a food fish processing plant for Cornwall Fish Exporters.

Officials had recommended approval, but the Committee learned that 198 residents had signed a petition claiming there would be problems of smell, noise, drainage and refuse, and a loss of property values.

It was stated the fish firm would have employed up to 35 people permanently, but a committee member pointed out that he feared that the conducting of an all-the-year-round business would have entailed the processing of mackerel to keep the factory going.

'WE CANNOT AFFORD TO JOIN PROTEST'

FISHING VESSEL owners at Grimsby have not yet decided what part to play, if any, in the protest armada of fishing vessels due to sail up the River Thames to Parliament on June 14.

The announcement last week of this latest move to bring to the public's attention the desperate plight of all sections of the fishing industry in the UK received only a lukewarm reception in Grimsby.

Of the port's five trawler owning companies, only Boston seem definite starters.

One owner told *Fishing News*: "If the Government is still not aware of the present predicament then

I think we may just as well pack up.

"We cannot afford to pull ships off the fishing grounds just to provide the media with a spectacle. It's not on and, as for whipping up public sympathy, I don't think the housewife could really care less which country had caught her fish."

"She has been very happy to buy imported fish in recent years and I do not think a demonstration of this nature will alter her habits."

Nor is it by any means certain if any of Grimsby's seiners or pair trawlers will take part. After two bad months in the North Sea the vessels are just beginning to make a reasonable living again.

There is still a big rift between seinermen and trawlermen over the

1975 ports blockade when the trawlermen refused to support the small boats. However one major agency said "it would possibly" take part and, perhaps, send a couple of vessels.

At the best the Grimsby effort looks like comprising of no more than two trawlers and possibly six seiners plus an inshore boat or two. At worst, the South Humber port could be represented by a few company seiners only.

Certainly there is a fairly general feeling of apathy in Grimsby towards the protest. There was no hiding the relief when the May Thames "rally" was called off and there are many in the Grimsby industry who think a mass invasion of Whitehall by hundreds of fishermen on foot would be more effective.

Demo details

AT 0107 HOURS on Tuesday, June 14, a fleet of stern trawlers and a representative vessel from Scotland will berth up alongside HMS Belfast near Tower Bridge. It is hoped that some labourers will be able to make their way up to Westminster.

The remainder of the fleet will arrive at the Pool of London approximately two hours before high water, around midday, when Tower Bridge will be opened and five large vessels will proceed through and swing between Tower Bridge and London Bridge, remaining in the vicinity for about 14 hours.

The vessels will be Gravesend not later than 1000 hours and will be held by the five vessels to be passed through the Bridge.

The leading vessel of five will act as a combat and a further two ordinarior will be also on board the remaining vessels which are to be before Tower Bridge. The will be arranged for east the five and it is hoped that a pilot be on board the sixth vessel of the remainder.

Vessels approaching the River Thames from the south which require a pilot shall contact Sunk Radio on VHF channels 6, 9 or 16. Also 2182, 2241. Vessels approaching the River Thames from the south and to coasts requiring a pilot shall contact Folkestone on VHF channels 9 and 18.

Pilots engaged at Sunk Light Vessel: Folkestone will disseminate reaching Gravesend.

TIMETABLE
0700 hours: vessels to control ship HMS Hinchin;

0900 hours: pilots and ordinarior begin land; pre-determined vessels;

1000 hours: vessels to Gravesend in order; then by control vessel;

1140-1200 hours: vessels arrive in lower Pool; designated vessels to through Tower Bridge;

1200-1315 hours: remainder of fleet to arrive and return down river (to astern);

1315-1340 hours: vessels upper Pool proceed to Tower Bridge and down river.

Less for more

LATEST figures from the Ministry of Agriculture, Fisheries and Food reveal a continuing trend in the fish market at Fleetwood — less for more money.

In January this year 10,000 tonnes of fish were landed at the port worth £280,000, compared with the 1976 figures of 11,716 tonnes and £270,028.

In January this year 833 tonnes and £280,000 was again the port's top month.

TWO MORE Shetland boats have received approval from the Fishing Vessel Provision (Shetland) Regulations (Shetland) and the Fisheries (Shetland) Regulations (Shetland) to fish in the Shetland waters.

About 15 per cent of the Shetland fleet are now licensed to fish in the Shetland waters.

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Icelander 'blacked' at Troon

BLACKED by unions at Fleetwood last week, the Icelandic trawler *Stapavik* was forced to sail from Troon in Ayrshire after unloading only part of her 1,200-kg catch of cod and halibut.

Shortly after midnight the 300-ton trawler arrived at Troon where lorries and a squad of 'lump' workers waited to help with the discharge of the catch.

Clyde fishermen had earlier been given assurances that the trawler would not make an attempt to land at Ayr. Troon has the same harbour master and shares a common dock labour force, and fishermen assumed the assurances covered both ports.

Around 750 kits were discharged from *Stapavik* and sent to Birds Eye's factories at Hull and Grimsby, where unions had been contacted. Skipper Tom Hay, of the Clyde Fishermen's Association,

ONE LANDING

BUT'S *Rosa Canaveral* (Skipper D. Spivey), the only fishing vessel landing in Hull on Monday, made 227,483 for 1,445 kits after a long distant water trip lasting 32 days.

The trawler started fishing off East Greenland but sea conditions impeded operations and only four tons were undertaken in that area. The vessel moved to the Bear Island grounds.

Quota offence—skipper fined

SKIPPER Hugh Carter of the Wick-registered seine-netter *Valhalla* has been fined £200 for exceeding the haddock quota recently imposed by the Scottish Fishermen's Organisation.

Skipper Carter claims innocence but intends to pay. "My lawyer says I have got a case but I cannot afford either the time or the money to fight. In any case, with all the power the association could bring to bear on me, what chance would I stand?"

Exceeded

The SFO Wick committee summonsed Skipper Carter after he was said to have exceeded the weekly quota of haddock.

The Committee of six fellow skippers unanimously upheld charges brought by port officer, Mr. Donald Carter, the skipper's uncle, and fixed the fine. Skipper Carter was told by letter the following morning.

We had all the brief we needed said the chairman of the port committee. The local committee had been

delegated powers in such cases, and could impose fines of up to £1,000.

Dogging picks up

AFTER a week with no dogfish landings from inshore liners due to bad weather, merchants were quite happy to pay up to the £20 mark per kit at Grimsby last week.

Shearbill and *Allison Jane*, the only two to land, both did very well with sizeable catches.

This change of fortune also aroused the interest of the Bridlington and Lowestoft summer visitors.

A number of these visitors were heading for the Humber port where they will spend the summer dogfish lining season to take advantage of the very competitive markets.

THE HULL Fishmarket will be closed for the Spring Holiday on Monday, June 6 and Jubilee Day, June 7.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt

Advertisement Director: Fred Purcell
Advertisement Manager: Bill Barber

Managing Director: W. A. Cathles

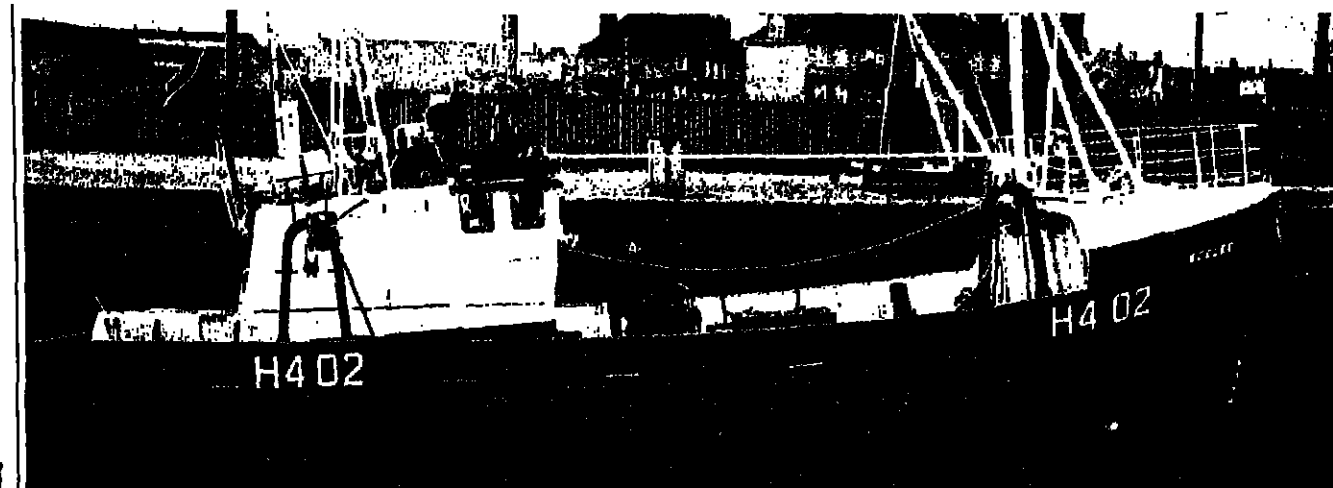
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ABC



PICTURED (above) in Hull on her delivery trip to Scarborough is *Soles*, the latest steel trawler from the Inland John Harker Shipyard at Knottingley, West Yorkshire. She has been built for Jack Robinson (Hull) Ltd and Skipper Alan Jagger of Scarborough and is 58 ft. 9 in. long overall, with a beam of 18 ft. 6 in. and draft, 9 ft. She is similar to four other boats from Harkers: *Radiant Trust*, *Ocean Contender*, *Regal Star* and *Tim Windsor* — and all five are fitted with French Boudouin diesels. *Soles* has the DNP12 model of 390 bhp at 1,800 rpm driving a 5:1 reverse reduction gearbox. She is equipped with a hydraulic Norwinah six-ton trawl winch and a 19 in. AP power block. The next in the series is due to be launched mid-month and she will be followed by another craft with a Kelvin main engine.



SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

JUNE 1977.

In the Alley, by the City,
London City's famous Alley,
Gitcher Moneyout the Mighty,
He the Headman in the City,
He the Big Chief in the Alley,
Stood erect and called his Smoke-Men,
Called his Smoke-Men all to rally.

From his mouth there leapt a summons,
Summoning his braves to break-fast,
Buttered rolls and tea with sweetness,
Saying, get it down your gullets,
Get the buttered rolls and sweet tea,
Down your gullets as I speak.

Then spake the Big Chief from the shoulder,
From the heart and from the gullets,
Jubilee parties are upon us,
Pipes of Peace we lay aside,
Pipes of flame we now get ready,
Filled with oakdust, flavoured,
Smoke we now ten thousand Salmon,
Then more Salmon, lots and lots,
We shall fill the great Chiefs' larders,
Fill 'em to their bulging tops.

Pounds of Salmon, loads of Salmon,
Tons and tons and then more tons,
Fill their larders' groan with Salmon,
King of fish for Duke and Queen,
Fill their world is covered, fishwise,
With the Salmon of their dream.

When from earth we have to travel,
Leave our land and go Above,
We shall know that in our lifetime,
We have left a trail of love,
People living, men and women,
Fill our name shout, loud and clear,
Making other Smoke-Men tremble,
Tremble with white feather fear.

They will sing our song of glory,
As we rest in Heaven's seat,
Make love, not war, with Barnett's Salmon,
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Big Chief Gitcher Moneyout, his braves and squaw, now produce the world's finest Smoked Salmon at their ancient Red Indian encampment, Lamas Road, Leyton, E.10. Smoke-signal them at 01-555 1314.

W. Barnett of Frying Pan Alley

...and me



'Grabbing limit by force'

FRENCH fishermen — incensed by a fine on one of their trawlers skippers at Plymouth — blacked the ports of Brest and Roscoff last week.

The two-day blockade ended last Friday following a promise that English and French officials would discuss the situation in London this week.

Apart from a row over the legality of mesh sizes, the French are also accusing the Royal Navy of brutality when boarding their boats for inspection.

The row started over the arrest of the French trawler *Le Corse*, and her skipper was fined £800 at Plymouth last week for using an undersized mesh net. The gear was also confiscated.

The anger in France was so great that fishermen immediately blocked off Roscoff and halted a ferry service from Plymouth. A delegation of fishermen went to Paris to see the Ministry of Merchant Marine.

Our correspondent in Paris writes: "The French have been angered because they maintain that *Le Corse* was fishing for prawns — for which 50 millimetre mesh is permitted. And further, if there was a difference of 8 or 9 millimetres, the charges were doubtful."

"The manner in which *Le Corse* was arrested has also caused great fury. Claims that warning shots were used by the British Navy have stirred suspicions that a campaign of intimidation is being waged by the British to enforce a 50-mile limit."

The British were responsible for the failure of the talks in Brussels and enabled Ireland to impose a 50-mile limit. Now, say the French, Britain is but to create confusion among foreign fleets by strong-arm tactics in order to keep a 50-mile limit."



Breton boats blocking the British port of Roscoff on Thursday last week. They were protesting at the £800 fine on a French trawler at Plymouth.

Billingsgate

"WHAT THE HELL do we need to know about the French Aber disease, or how deep to catch scallop spat. What we need is some more buyers — foreign ones. The Association should get 'em over here instead of all them professors. Give us a chance to sell to them."

Those were the sentiments — if not the exact mainly unprintable words — of a 'dining' member of the Shellfish Association of Great Britain, who also happens to be a lobster merchant in Billingsgate. He has to be described as a dining member because he only attends those Association functions which have food and drink attached to them.

Reading last week's report on the Shellfish Association of Great Britain's conference one began to wonder if, from the Billingsgate point of view, there wasn't something in what he said. There was not a single speaker who had caught a commercial fish nor sold one, save Harold Rowden and he's been retired many years. There were more foreign academics than local practical men.

That is not the way the Association started out. Almost all its original members, that is of the Oyster Merchants' and Planters' Association, had cut their hands, if not their teeth, on oysters. There was a balance between growers and sellers, with a few research men for advice. One wonders what the composition of the present membership list is.

Of course it is significant that our Billingsgate friend did not report his grumbles to the Association's hardworking director, Gerald Gardner, nor do I suppose he stayed on after lunch to raise his criticisms at the annual general meeting. It is a situation that we see so often in life, where the dissenting members of an organisation are not prepared to organise their opposition to the way the energetic few are going.

Billingsgate has far more people who are interested in shellfish than any other single locality in the country. But how many of them are members of the Association and, if they were would they take the trouble to try and guide its ways? Or for that matter, how many horny-handed sons of the sea are willing to give up a day's fishing to turn up at a meeting and make their view felt?

There might be a great deal to be said for a shellfish trade fair, but it would be nice to see some practical organisational initiative coming from the present Billingsgate members. And maybe they could start off by recruiting the rest of their competitors into the Association — that would then give them a very effective voice in the future activities of the SAGB.

RADAR RANGE CUTS CLUTTER

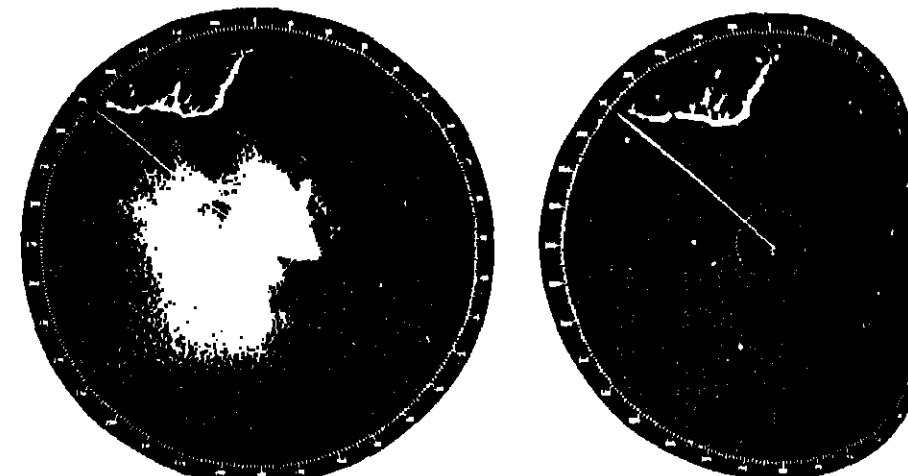
A new development in radar technology by Decca will cut rain and sea clutter on the display screen.

It is possible, of course, for a highly trained ship's navigating officer familiar with all the tricks of radar tuning to 'see' through much of these display interferences. But for most fishermen it is asking too much to expect equal skills in radar screen reading, understanding fish echoes and in catching the fish.

A radar, therefore, that can penetrate the clutter and simplify the display can be seen as a breakthrough for Decca comparable to its earlier developments of true motion and anti-collision radars. And it is being introduced with comparable fanfare and enthusiasm.

Named Clearscan, the new system brings in six major advances in two stages, first suppression of sea clutter, and rain clutter, followed early next year by: 1. Suppression of own receiver 'noise'. 2. Suppression of other ships' radar interference. 3. Brightening of weak echoes. 4. Provision of larger echoes in the longer ranges.

The rain and sea clutter



This radar picture of Beachy Head (left) suffers from six problems: sea clutter, rain clutter, interference, receiver noise, weak echoes and small echoes. Decca's Clearscan picture (right) shows the problems solved.

suppression technique now being introduced is possible because, since 1970, all 10cm and 3cm Decca transceivers (the units in the 9, 12 and 16 inch ranges) can accept video from a modern logarithmic receiver. In addition to the normal manually worked video amplifier, the new Decca Clearscan radars contain an advanced marine processor, known as VP1, with automatic (adaptive) circuits. When applied, VP1

effectively suppresses the unwanted heavy blocks of echoes from rain or snow, while signals from wanted targets such as ships, buoys and coastlines pass through the adaptive circuits with little or no reduction in gain.

This improvement can be applied to Decca's logarithmic receivers (but not to the smaller radars, such as the 101 or 050). These sets with VP1 added or the new sets with it built-in can also,

from next year at a cost of less than £500, take the L further improvement provided with VP2.

Instead of receiving a thick circuit filters it out with any significant loss in performance. The result 'noise free video' provides

dark display with background for good contrast. Signals above the threshold are then amplified to form a full brightness picture which means that weak echoes which might be missed (such as those from a net boat or obstruction), are almost as brightly as strong ones.

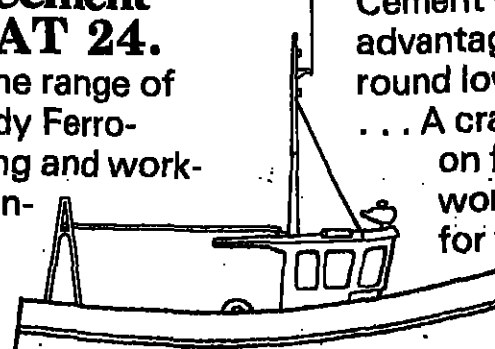
Another improvement of the VP2 will be the removal of nearby radar interference by advanced pulse cancellation circuits which cancel an echo on the current video being received in real time with stored video from previous pulses. Showing of echoes received at the same range on two consecutive pulses, it filters out the ship's transmissions from these and does not normally appear at the same range on consecutive pulses.

Finally, the VP2 'stretch' small echoes to objects in the outer range scales to make them more readily discernible. Display already shows most clutter, and objects in bright contrast to the dark background.

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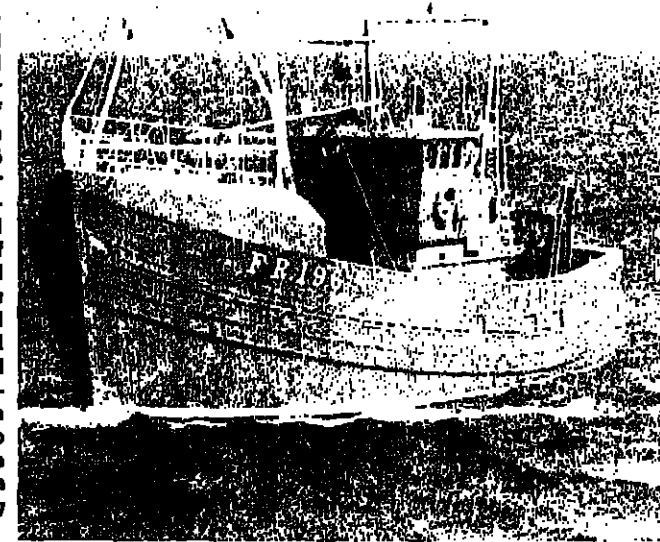


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Noble's latest trawler

JAMES Noble (Fraserburgh) Ltd. has completed the 59 ft. wooden-hulled trawler *Independence* for Skipper Fred Normandale of Scarborough. She is powered by a Kelvin 375 bhp engine and her gear handling machinery includes a Sutherland trawl winch and Clarke & Co. of Grimsby blocks and trawl bollards. Fish finding aids are by Kelvin Hughes and Simrad. *Independence* will work with a crew of five and is fitted out for trawling only. She is able to fish bottom and pelagic gear and also to work as a pel trawler. More details of *Independence* in a future issue of *Fishing News*.



Durable seine roller

A TOWING roller now being put into production by Shortway Rope Guides Ltd. of Peterhead incorporates some very important new design features.

The Hopeman seiner *Acacia Wood* has used the prototype roller for some four months and it is showing significant wear. Conventional units can wear out at the rate of two or three a week.

The 86ft. *Acacia Wood*, which has fished exceptionally well since her completion at the John Lewis yard in Aberdeen one year ago, has used the roller in severe conditions and Skipper Alec Jack commented that 'it is fine'.

The first production rollers are now in use aboard the 76ft. Hopeman seiner *Mary Croan* (Skipper Tommy Sutherland).

A director of Shortway Rope Guides, Mr. M. Short, told *Fishing News* that the new roller is the result of some two years' careful

research and development.

Mr. Short, a former aircraft engineer, talked to fishermen and designed the roller to their requirements. In particular fishermen asked that the roller should be hard wearing and strong, also safe and easy to use.

The new roller has been designed so that the strain is taken away from the locating pin and transferred to the boat's rail. This spreads the load so that the locating pin does not bend or break.

The rollers are made of a corrosion-resistant tool steel which is very hard wearing, so that the rope travels on a flat surface rather than wearing the rollers into a series of grooves.

A lot of the friction which normally takes place between roller and rope is reduced, thereby cutting down on rope wear.

Bearings

There are four rollers in all and the top roller cuts rope wear when the boat is towing in front of the wind and the rope is coming in over the top of waves.

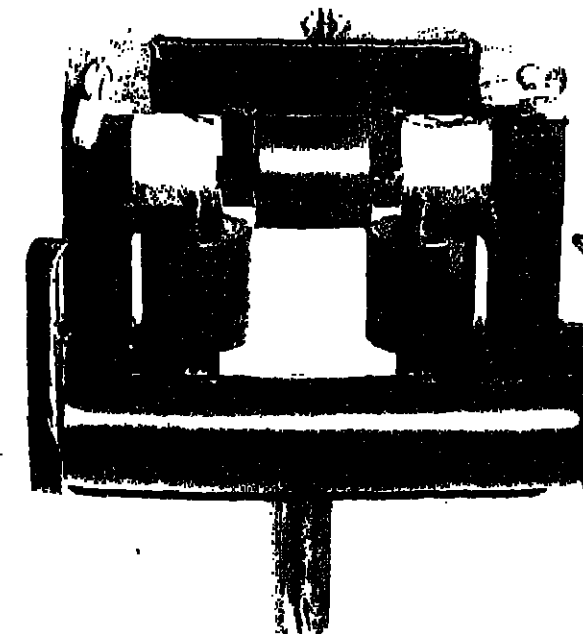
Sealed bearings are incorporated in the rollers so that no greasing is required, and the rope guides are machined from steel plate and are, therefore, stronger than the cast iron type normally used.

The strong top beam, which has to be opened to admit or release the rope, is easy to use. It incorporates spring-loaded locking pins having a quick-release feature which, when fastened, will stay in position.

Four months' hard use aboard *Acacia Wood* has proved that this new design of roller does work and, although it costs a little over double that of conventional units, it can last at least 30 times as long.

Shortway Rope Guides has just moved into premises at North Street, Peterhead, and plans to extend its range of products for seine netters to include shooting rollers, vertical rollers and leading on gear. All these units will be made in the same hard-wearing materials as the towing rollers.

The firm has its own mobile workshop and can convert a boat's rail to take the new roller in about six hours, so conversion can be done between trips.



Shortway Rope Guides' new long-life towing roller (above) and the boat which tested the prototype, *Acacia Wood*.



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BIG FIELD FOR TRAWLER RACE

AN INVITATION is going out to fishermen in all parts of the country to bring their boats and join in the Brixham International Trawler Race being staged on June 25.

A big entry is expected for the race which takes place over a 14.7 mile course off Torbay, Devon. This year the fisheries protection ship HMS *Soberton* will be in attendance.

Despite a strong challenge from other ports, Brixham managed to retain a grip on last year's trawler race with winners in all three main sections.

Entries are still being accepted for the race and application can be made by completing the form (below), which should be sent to: Mrs. M. Kimble, 27, Lichfield Drive, Brixham, South Devon.



Winners of the crabber class last year, Terry Ekers and Chris Knapman in *Sea Spray*, with the Fishing News trophy.

Name of Trawler	Port Reg. No.	Owner	Skipper
Date Built			
No. of Crew	Gross Reg. Tonnage	Make of Engine and Type	No. of cyl. H.P.
		When Fitted	R.P.M.
W.L. Length	Beam	Draft	Declared Speed

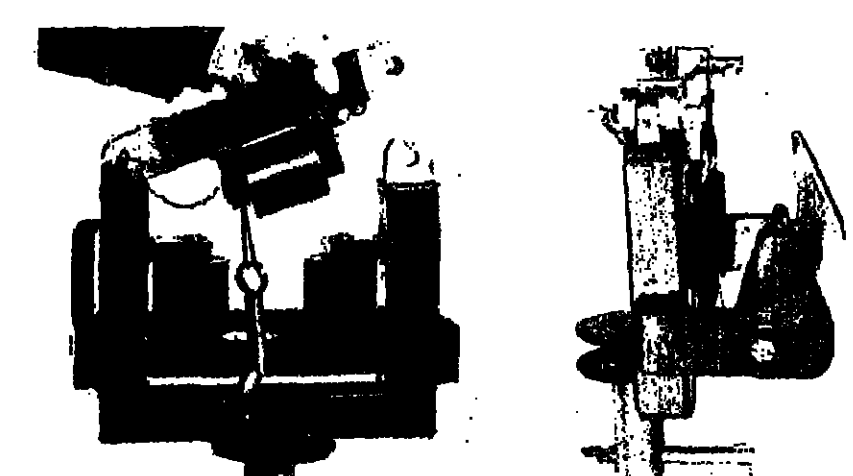
Signature of Entrant..... Date

Name of Entrant (block letters).....

Address (block letters).....

Introducing our new STERN TOWING ROLLER for seine net boats

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- Hard wearing, safe and easy to use.
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MPS WHO pressed for views out of line with the faster fishery protection government.

vessels in the Commons Patrick Duffy. Under last week found their Secretary for the Navy in the

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Defence Department, said he had no reason to doubt the effectiveness of arrangements for fishery protection, but they were kept under constant review.

He continued that three more offshore patrol vessels of the *Island*-class were due to be delivered before the end of the year. Experience with HMS *Jersey* and HMS *Orkney*, the first two, indicated that the class would be most effective in the protection role.

"Studies are in hand regarding the provision of new ships to replace the *Ton*-class minesweepers in the Fishery Protection Squadron".

Edwin Wainwright (Lab, Darnley Valley) said that many people believed the British patrol boats were not fast enough to catch the pirates.

Mr. Duffy said that the maximum speed of 18 knots of the *Island*-class was sufficient for normal patrol duties.

"Contrary to popular belief, very few trawlers are capable of 18 knots and, when fishing, they are going at only three to five knots. Faster ships, such as frigates, can be called upon at short notice to support the patrol ships.

"Considering the time available for procurement and the total cost of £17.5 million, we believe that we are getting good value for money with the *Island*-class. I spent yesterday at sea on HMS *Orkney*, the second of her class, and for most of the time our speed exceeded 18 knots."

James Johnson (Lab, Hull, West) asked how many boardings, arrests and fines had been taken place?

Mr. Duffy replied with a claim that it was an im-

pressive record, vindicating government judgment in putting the *Island*-class in hand and in their other measures.

There had been 500 boardings of foreign vessels between January 1 and May 16 and seven of British fishing vessels. Of those, about 60 had been by the *Island*-class.

Four arrests had resulted in convictions for contraventions within the old 12-mile limit and nine between 12 and 200 miles.

Peter Viggers (Con, Gosport) said a large body of opinion believed there should be a new class of strong, fast, tough surface vessels, but that government defence cuts had, in practice, put that out of question.

Mr. Duffy said: "Our options are open. A need of that kind has not arisen. The *Island*-class so far has not been lacking in speed."

Mr. Duffy said that so far as there was such a body of opinion, he was anxious to register it within the Department of Defence.

"We are thinking, not merely about replacing the *Ton* class, but about our next generation of patrol ships".

Patrick Wall (Con, Halmatpree) said that while the *Island*-class might do well as the policeman on the boat, there was a need for a small number of fast, quick-response vessels which would be useful to the Royal Navy armed with missiles in time of war.

Mr. Duffy: "Our options are open. A need of that kind has not arisen. The *Island*-class so far has not been lacking in speed."

Mr. Duffy: "Our options are open. A need of that kind has not arisen. The *Island*-class so far has not been lacking in speed."

MASSIVE LOSSES ON PLAICE TRIPS

QUEUED UP TO DREDGE...

During the spring of 1975

By 1973 the Solent was becoming heavily fished and Mr. Lucas decided something had to be done to protect the fishery. A co-op, Stanswood Bay Oystermen, was formed and claimed a several fishery right over part of Stanswood Bay.

A close season — May 14 to August 4 — was imposed by the Southern Sea Fisheries Committee on the public grounds and this has now been extended to May 1 to September 30.

Sorting tables are mounted either aft, or port and starboard under the towing boom, and these are usually flush-mounted with the gunwale capping so rubbish can simply be pushed overboard during sorting. The catch is stored in net bags or

sacks and hung overboard at night until the buyers collected.

During 1971, Ted Bishop of *Just Friends* tried dredges in between Boscombe and Bournemouth Piers, in Poole Bay, where he had caught large oysters in a trawl. Working from Lymington, some two to three hours away, the first few dredges produced 20 to 25 bushels of oysters a day.

News of the find spread fast and Poole and Bournemouth oystermen bounties soon joined in to patch such as this, a 100 square mile, coast to support the heavy demand.

Turn back to the dredging in Stanwood Bay. A limit on gear is impossible to enforce.

Ross Renown (Skipper David Scott) was a little more fortunate, losing only 261 kits out of an estimated 750.

dominated by two big French trips to Faroe from the stern trawlers *Georges Cadoudal* and *Du Couedic*. Both landed 50 — 50 trips of blue ling and coley to gross £48,839 from 2,341 kits and £44,841 from (Skipper Wally Stokes) £25,626 after 18 days on the Westerlies turned out 91 kits, over half this figure being cod. The balance was split mainly between haddock and coley.

Martin Norman just edged out one of Sleight's summer seiner visitors off the top spot on her first landing at Grimby this year. But, no doubt, Skipper Kanuudh Jorgensen was well satisfied with the £8,029 grossing *Dalma* picked up as she finished runner-up in the seining division, just short of the £8,530 made by **Martin Norman**.

Honours, otherwise, were fairly evenly split among the agencies and, despite not hitting one of the high spots, probably Skipper Peter Sanderson (son of Sleight's top seiner skipper 'Sandy' Sanderson) was little short of delighted with the £3,953 grossing from 121 kits after landing his very first command in *Eastards*.

Geoff Anderson, president of the Fleetwood Fish Merchants' Association, said: "We feel very sorry for the

same day as Boston Stirling
Andrew Wilson (Skipper)
Fred Thompson) had 35
kits, including 70 of cod, 20 o
plaice, 170 of haddocks, 16 o
coley, 20 of roker and 20 o
dogs, which sold for £8,738.

Idena to steal the honours in this section. Skipper Tony Christy brought her bag with 750 kits — 250 of eels and 180 of haddocks — for grossing of £18,732.

He said that they were "deeply disappointed" with Mr. Henderson's attitude toward the measure and urged him to reconsider his opposition.

"Regret, because we are losing one who has been associated with the fishing industry."

going aground, entering
Scalloway harbour
Shetland, last week.

bound for Granton, with good catch on board. Arctic Crusader is the third vessel to ground there this

She ran aground on the shoal which lies a short distance south of Port Arthur. She had called in for ice while

However, she might be the last, since Shetland Island Council has agreed to man the shoal with a lighted buoy.

"Worst of all we would be faced with a monumental problem within three to four months when we would have clearly exhausted whatever we might reasonably expect the big badcock quotas to

the UK haddock quotas for the current year to be", added Mr. Allan.

For more information contact.
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SOUNDER 'FIRST' ON NEW SEINER

Far left: Aeolus in Peterhead before she sailed on her maiden trip. She is skippered by George Findlay of Buckle.

Left: Lossie Hydraulic Co. seine rope reels aboard the 74ft. wooden boat Aeolus. Both the gutting shelter and wheelhouse are made of aluminium.

MACDUFF Boat-building and Engineering Co. has completed the 74ft. wooden-hulled seiner-trawler Aeolus for Skipper George Findlay of Buckle, who will work her from Peterhead.

In most respects Aeolus is a traditional vessel, but she is the first new boat in the north-east of Scotland to be fitted with a new fish finding aid from Simrad.

introduced MC Combined Scale Expander and Storage Unit to be used as a supplement to the vessel's Simrad EQ echo sounder and CI Echo Scope.

It provides expansions in a choice of five ranges, from three to 48 m. on the echogram and the expanded area can either be bottom locked, surface locked or used in the pelagic mode.

The Storage Unit increases the depth resolution of the echo recording by storing the echoes from the chosen narrow layer and repeating them in expanded scale on the echogram.

There is a choice of three recording positions on the echogram and the recording width is constant, independent of the range being represented.

When the MC unit is used with the CI Echo Scope, it provides a steady picture on the screen instead of a flickering display.

Aeolus, designed by G. L. Watson and Co., is an attractive looking boat with a cruiser stern and beam of 21.5ft.

She is powered by a Kelvin TBSCA diesel engine which develops 500 shp at 1,550 rpm and drives the Brunton Caledonian 66 in. diameter fixed-pitch propeller through a Reintjes gearbox of 4.08:1 reduction ratio.

Also driven from the main engine are a Gilbert Gilkes and Gordon 250/700 bilge and general service pump, a 12+ kW 110 V McLure generator, a 24 V Transmotor ACG155 generator and the Dowty hydraulic power-pack for the gear handling machinery.

A 10 kW 110 V McLure generator, a Desmi SA80 bilge and general service pump and a 24V Transmotor ACG155 generator are driven from the Lister 37 hp auxiliary engine.

Tanks have capacity for 2,100 gallons of fuel oil and 400 of fresh water.

Reels

Gear handling machinery includes a combination seine and trawl winch from D. F. Sutherland and Son of Lossiemouth, while the power block and seine rope storage reels are from the Lossie Hydraulic Co.

Each rope reel has capacity for about 18 coils of 3 in. rope and the power block is hung on a single reach crane. A Beccles rope collar is carried for standby use.

The fishroom is insulated with Styrofoam and is lined with timber.

A fishroom refrigerator plant may be fitted at a later date, and the deckhouse and engine room are placed well aft to allow the fishroom to be as large as possible.

All the electronic equipment in the wheelhouse is of Decca supply and, in addition to the Simrad fish finding aids, there are a 'Sailor' T12

R105 radio telephone and 'Sailor' RT144 vhf radio telephone; Audix intercom system; Simrad RW watch receiver; and Decca RM914A radar, 050 radar, 360T track plotter, 450 automatic pilot and two Mk.21 Navigators.

Other fittings include Tanford 100 hydraulic steering gear, Morse engine and winch controls, Lossie Hydraulic Co. wheelhouse windows and a Seaview revolving window screen.

Shelter

Galley equipment includes a Cannon gas cooker and Vaillant gas water heater. A separate messroom is arranged below the wheelhouse and there are bunks for eight arranged in the cabin, below deck aft, which is heated by a Reflex oil stove.

The deckhouse is of steel, and gutting shelter and wheelhouse are of aluminium. 'Chalmit' rubber-cased floodlights are fitted on the superstructure.

Aeolus — the name is taken from Greek Mythology and means 'God of the Winds' — has seine nets from Jackson Trawls Ltd., and Gale Fisheries Group Ltd.

50 years ago

... Recalling some of the stories which appeared in our columns this week 50 years ago.

JUNE 4, 1927

ICELAND fisheries 'will be killed in the course of time' because of over-exploitation — Danish Fisheries report.

TWO Newbiggin fishermen receive RNLI's thanks, inscribed on vellum, on behalf of 25 women who launched the local lifeboat when the fishing fleet was caught out in a storm. Most of the lifeboat men were at sea with the fleet.

ARBROATH fishing boat Comely 'burned to the water's edge' after catching fire two miles offshore.

FLEETWOOD Fishing Vessel Owners' Association holds 20th annual meeting at the port.

ABERDEEN'S salt fish trade hit by a 40 per cent drop in prices.

BOSTON Deep Sea Fishing Co. makes a loss of £2,081 2s. 11d. for 1926; the firm's total debts are now £29,507 1s. 4p. 'East Fleetwood hake' is painted on its fish vans to help boost sales.

DEREK FLETCHER'S

sea sport

MANY ANGLERS have never yet caught a ling. This year I think you will get your chance because I am getting reports of big ones from several coasts.

A lot of ling are caught from boats, but they do come ashore along deep water beaches, and around rocks.

John Carr on holiday at Portland, Dorset, recently had a rod-baiting 20 minutes, fishing from a ledge of rocks. He hooked a 38 lb. ling on a piece of legered herring.

There was a reasonable sea running, and the bait was cast out only 15 yards from the rocks.

John said that when the ling first took the bait it gave a strong thump-thump. Then it went quiet. Eventually he realised that it had lodged itself safely in some underwater obstruction, probably a rock crevice.

He tried several dodges to try and get it to release its grip. Pulling on the line proved no good. Neither was keeping a tight line and plucking on it to irritate the ling with vibration.

Eventually it started moving when a heavy lead weight was slid down the line. So it hit it with a thump. Then the ling headed shorewards, and John quickly reeled in the slack line to control it.

Poaching 'heavy'

IRISH Naval Service vessels may patrol bays on the south and south-west coasts because of heavy illegal salmon fishing.

The Minister for Fisheries, Paddy Donegan, said he would send in the ships to control the situation if necessary. There was, from reports being sent to him, gross illegal fishing in these bays.

Fishery Boards have

Afloat you'll find ling around wrecks or a ridge of underwater rocks.

There are many baits to lure them. Most fish in fact, although I have had best success with a freshly caught pouting.

Some ling are reported to have been caught on rubber sandeels. Having investigated these catches I find that mainly the yellow coloured sels have been best. Red ones are a runner-up.

Ling will rise after dark, and it is quite surprising just how near the surface they swim.

Groundbaiting does help a great deal but it is best to use freshly caught fish.

Chop up pieces of whiting, mackerel, wrasse, herring or horse mackerel. No need to cut them up too small. Pop them in a weighted bag, toss them into the drink and in a short time they will burst. Some anglers soak the pieces in pilchard oil overnight, and this definitely has extra attraction.

There is another way of attracting them to the area of rocks you intend to fish. It is practised by older anglers who swear that it doubles their sport.

The method is to have a long piece of line weighted at the bottom. Thread on pieces of slipper limpet at intervals and this is simply hung from the rocks, the weight on the bottom. Make sure the top end is secured either by a boulder or tied to a piece of wood firmly wedged.

Some anglers think they are landing a rare type of ling just now because of their odd colouring.

Sorry to disappoint them. They often take on the hue of their normal habitat. Generally they are olive with orange markings, or they could be spotted yellow.

A breakthrough in video processing now gives brighter, clearer echoes on a clutter-free screen.

With ordinary radar there are six fundamental problems that can hinder the interpretation of a radar picture — **Sea clutter**, which can best be dealt with by manual adjustment of the sea clutter controls; **Rain clutter**, dealt with by manual adjustment of 'rain' and 'sea clutter' and 'gain' controls. (These controls require constant skilled adjustment, sometimes over long periods, and provide at best a compromise solution.) **Radar interference** from other ships and **receiver noise** from own ship also worsen the picture. **Weak echoes** are hard to pick out and **small echoes** even harder to see at long range.

But now Decca CLEARSCAN radar solves these problems with unrivalled picture clarity.

Sea clutter is suppressed by automatic adaptive control of the Sea Clutter Control.

The rain clutter is suppressed by automatic adaptive control of both the rain and sea clutter controls, and gain level.

Radar interference is suppressed by automatic circuits.

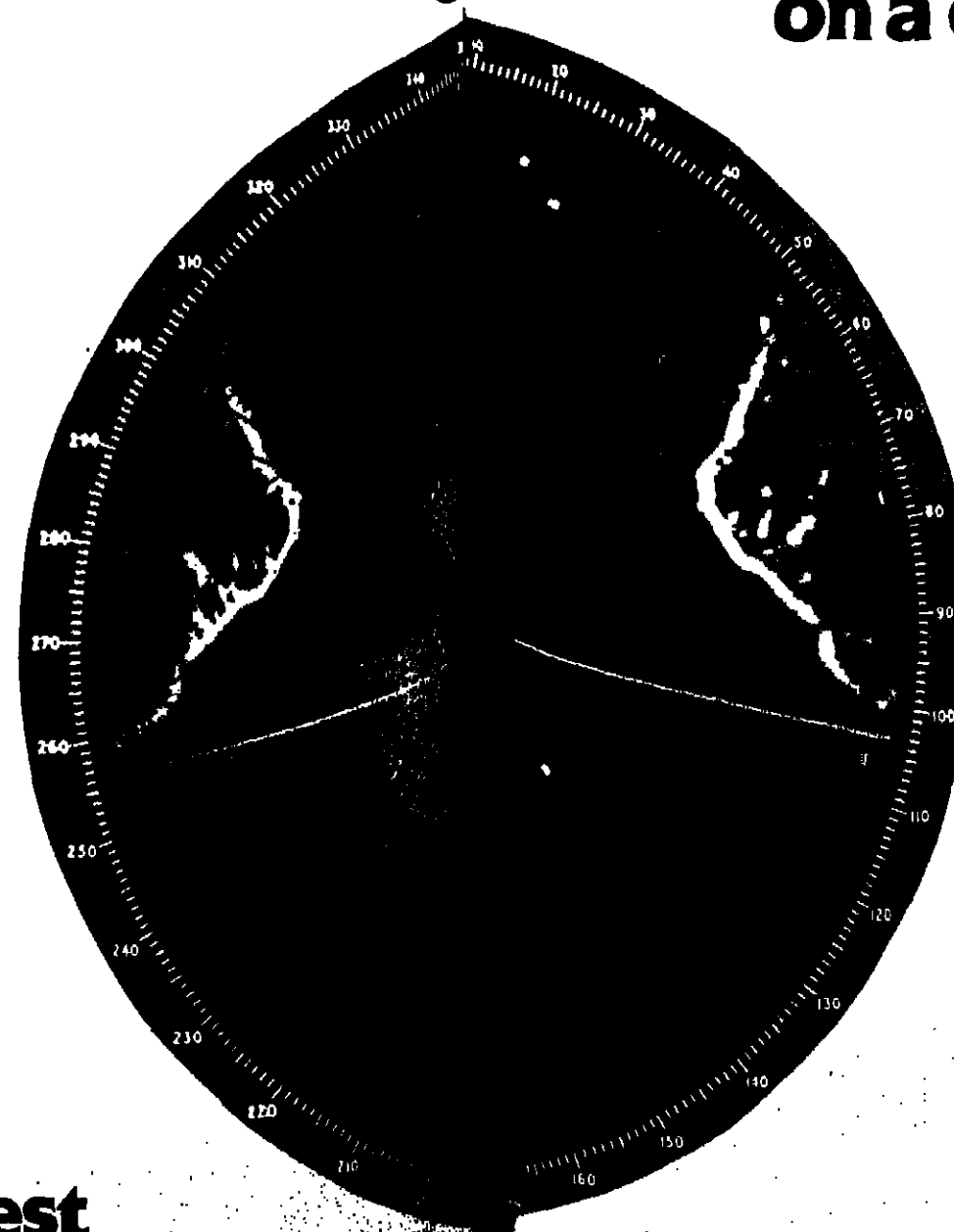
Receiver noise automatically removed.

Weak echoes automatically raised to full brilliance by digital video...

...and echoes 'stretched' automatically on longer ranges.

For the radar efficient ship.

...improving the best marine radar in the world.



- Suppresses sea and rain clutter
- Suppresses noise and interference
- Makes echoes brighter - with more contrast
- Makes echoes longer

All these improvements can now be had with the unrivalled DECCA Solid State 9, 12 and 16 in relative and true motion displays and the famous AC display system, on both 3 and 10cm wavelengths.

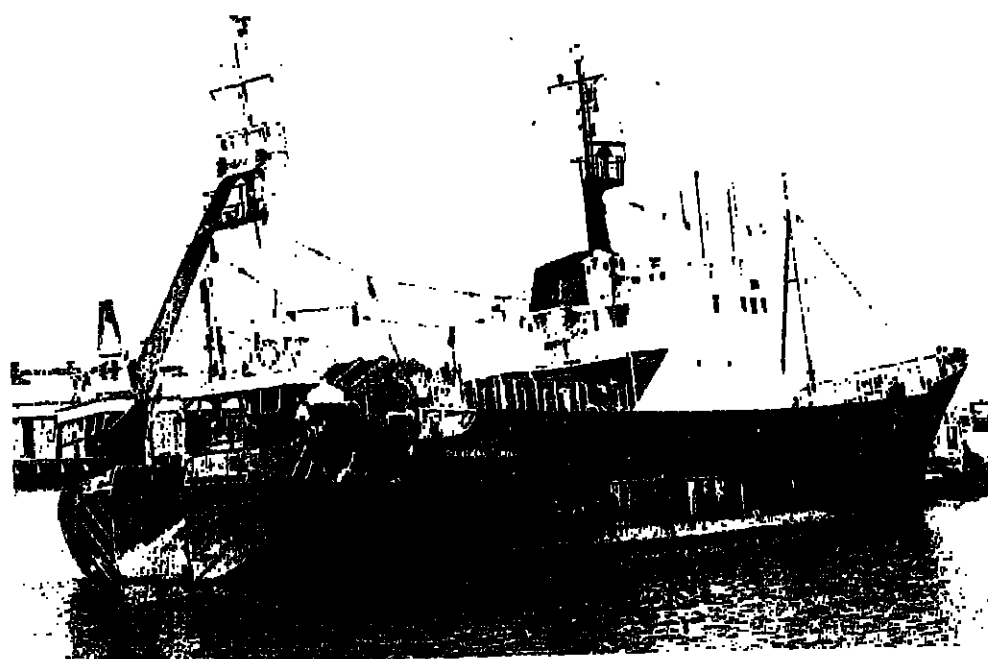
DECCA CLEARSCAN RADAR



Decca Radar Limited, Decca House, Albert Embankment, London SE1 Tel: 01-735 8111

French may fish for Grimsby to last

The Lorient-based wet fish stern trawler *Du Couedic* leaves Grimsby last week just 26 hours after heading in with a catch of blue ling and cod. Landing at Grimsby is an attractive proposition for her French owners as the shorter trip can mean an extra day on the grounds.



BOSTON Deep Sea Fisheries at Grimsby is hoping the end of the blue ling season off the Faroes will not mean that the highly sophisticated French trawlers will stop landing at the Humber port.

The ultra-modern stern trawlers from Lorient have been such a feature of the blue ling season (normally over by the end of May) at Grimsby this year that they could well continue landing other species through the summer.

Much will depend upon the

state of the market. A spokesman for Boston's told *Fishing News*: "Providing the market prices are alright — and providing they can get adequate landing facilities here through the summer — we hope we shall be able to continue with them."

The company landed two more French ships last week and believes it established something of a record with *Du Couedic*. She was in the port barely 26 hours before heading back to sea again.

The vessel arrived, refuelled, discharged, reprovisioned and took on 70 tons of ice in this short time.

Meanwhile, the original crew had been flown home to France and a replacement crew of 16 men were flown in to the Humber airport at Kirmington on the same aircraft which had completed the round trip.

The news that these vessels are prepared to land at Grimsby, coming on top of

dismal news from the home and landing Grimsby, they could be another day, at least.

The owners operating system with the crew there is always a question as to whether they are back to sea almost as she is discharged, it providing the crew is relieved has complete agreed span of day.

"IS IT FEASIBLE to leave longlines down more or less permanently?"

"If so, what is the best way of rigging them for a long stay?"

"I know of one man only who lays longlines and leaves them down for more than a few days at a time."

He lives on the shores of a

vast, sheltered bay in Ireland and he normally lays a couple about the beginning of June and leaves them set until the beginning of September.

He attaches 80 snoods and 60 hooks to the lines a fathom apart, leaving a few fathoms at the outer ends bare of snoods. They are laid out in the middle of the bay on sand and gravel bottom, with a 56 lb. weight on either end to keep them in position.

He secures small lifting lines with floats on them at either end so that he can raise the lines and under run them without having to lift the weights.

He goes off in his boat once or twice a day, as circumstances dictate, to lift and re-bait the lines, and over several years his catches have on the whole been satisfactory.

This presumably is because there is an abundance of fish in the bay, it is never trawled and he is always there to keep an eye-out for human predators.

John Burgess' Log



NET MENDING~

A GUIDE

RECENTLY a reader wanted to know the titles of any good books on net mending and I replied that two such books had been written by John Garner and published by Fishing News Books Ltd. I recently suggested one of the Food and Agriculture Organisation's recommended

Fishing Manuals, called *Mending of Fishing Nets* by L. Libert and A. Maucrop.

I can now confirm the value of this book, which is invaluable for those trying to master such work.

It is published, in arrangement with FAO, by Fishing News Books Ltd., 1 Long Garden Walk, Farnham, Surrey and costs only £2.40 plus 5% for packing and postage.

AN ARGUMENT developed in the bar the other evening as to whether or not a lobster can distinguish between different coloured pots.

One of the locals maintained that pots covered with black courline netting catch more lobsters than if the orange material is used.

It is difficult to find out what type of sight a lobster has; the eye of the lobster is similar to that of the housefly and consists of over 10,000 lenses or "little eyes". Biologists call these compound eyes.

It is known that sight is the lobster's poorest sense — probably almost nil in bright light. Since most of a lobster's life is spent at depths where clear vision is impossible from lack of light, sight is likely to play only a small part in its daily life. Of course, the lobster's compound eyes might allow it to see much more clearly in the dimness of the ocean.

Lobsters certainly shun light. In lobster storage tanks they tend to move away from light and huddle together in the darkest corner. Experiments with lights for lobster lures have met with little success, confirming the belief that lobsters shun even the dimmest light. Traps like the US parlour trap, which have wooden slats, do seem to fish well and it could be that lobsters like dark, shady traps — being similar to the

shell fish chat

holes and crevices they spend their lives in.

Taste, touch and smell are the lobster's most important senses. Nearly every part of the lobster's body is subject to these stimulations. The stimulation, whether of touch or chemical nature (food or bait smells), is conveyed to the lobster's nervous system by tiny hairs which cover most of its body.

They are its most important sense organs and, while the lobster is enclosed in its shell of solid impenetrable armour, it can still receive various types of stimulations. The long "feelers" or antennae, and the smaller antennules, are highly sensitive and as the lobster moves forward in search of food these feelers whip the water ahead testing all objects and picking up vibrations and chemical traces in the water.

The lobster does not have a

sense of hearing as we understand it. There is no organ comparable to the ear, but it does sense noise but rather as vibrations. I was told a couple of years ago that following seismic surveys along the north-east coast, when small explosive charges were set off, lobster catches were poor for about a week.

I have also read that enormous lobsters were caught in New York Sound until Revolutionary days. In Letters from America 1792, it says: "Since the incessant cannonading lobsters have entirely forsaken the coast; not one having been taken or seen since the commencement of hostilities." Perhaps even the vibration of our engines disturb them?

Expensive bait

Good bait is getting more and more expensive. Down here we are either snowed under with bait or suffering such a shortage that we cannot bait all our pots at once.

We sometimes use salted mackerel for lobsters — but preservation by this method means using the right type of salt — the ordinary household type being practically useless. Fairly large crushed rock-salt is excellent and similar salt of the rough-grained variety can be bought at most ports.

When fish is preserved in this way, it is best to wash it before layering between the

plenty of salt and, if done in this way, the bait will last for 12 months or more. Gurnard and mackerel can be successfully salted in this manner.

We use trammel nets to catch our bait. They are made of fine nylon or Ulstron and, as well as catching a good supply of bait, these nets also take a selection of prime fish which help cover our increasing overheads. Trammel nets can be bought from any of the major net manufacturers.

The history of trammel nets is particularly interesting. They were brought over to this country in the days of Elizabeth I, who licensed French fishermen to fish her rivers. In those days the nets were called "trains mailles" — an apt description of their three net construction.

The trammel net does, in fact, consist of a curtain of three nets: the two outer, and matching, have a large mesh of about 10 in. knot-to-knot, the inner net has a smaller mesh of 2 in. knot-to-knot and is set loosely.

Fish striking the inner net trap themselves between two nets, but the snag is that those nets do trap a lot of wood and rubbish. Clearing all this is a hard task. They do, however, keep us well supplied with a cheap and abundant supply of bait.

Water temperature

This cold spring will not help us to catch lobsters. We have been told time and time again by the scientists that water temperature is an important factor and that lobsters, being cold-blooded animals, feed only when water temperatures rise.

Apparently lobsters do not start to search for food, such as bait in the pot, until sea temperatures have reached or slightly topped 50 deg. F or 10 deg. C. Lobster catches on the north-east coast have increased considerably since Easter, but the shallow water in the North Sea quickly warms up after a little sunshine. It takes longer in our area of the Channel and around the Welsh coast, where the water is deeper.

Although these days the water seems to take longer to warm up in the spring, the catching season seems to remain the same. Nature balances out the feeding, moulting and migration cycle and a late start is balanced by a late finish to the season.

Sioux hunt no luck yet

EFFORTS to find the former Grimsby multi-pot boat *Sioux*, which sank in the North Sea off Humber earlier this year, have now been suspended until the end of June.

The Shields-based company Jim Marine Ltd., and its associated firm C. Dive Ltd., has been working the former North Shields seiner *Haven* (SN 11), re-named *C. Dive*, out of Grimsby since it bought the salvage rights to the wreck. Due to heavy business commitments, the exercise has now been postponed for a month.

Recently the search has been hampered by stiffish north-easterly winds and *C. Dive* made one final attempt last week, only to be beaten back by the weather.

A spokesman for Jim Marine told *Fishing News* *C. Dive* the former seiner which hunted for *Sioux*.

Tougher

Bridport-Gundry has, therefore, designed and developed a new type of trammel for cod fishing which is not likely to suffer so much damage from abrasion when set on rough ground than its predecessors.

The outer walls or aryl-mourings of the net are made of polythene instead of nylon twine. Size of the diamond-shaped mesh of the walls is 24 in. and they are 200 clean meshes long (about 150 yards stretched) by 4 1/2 cut meshes deep.

Braid

Inner wall or lint is made of nylon twine and full mesh size is 5 1/2 in. The inner is 1400 clean meshes long (about 200 yards stretched) by 30 cut meshes deep and is set in by the third.

As is customary now, the net is fitted with a braid covered headline instead of the with separate leads to

Use of polythene twine for outer walls and comparative large mesh inner means the price of these new nets, which will become available in July, is likely to be modest.

Diesel

The heater which burns the same type of fuel oil as your propulsion engine will suit you far better, presuming of course that the engine is a diesel. The you can always get supplies anywhere at economical prices because you will be buying in larger quantities.

You might find a type of space heater made by Perkins Boilers Ltd. on their premises at Mansfield Road, Derby entirely satisfactory. It will burn any type of fuel oil you may use for your propulsion engine and it is so designed that no special skills are required to service it.

It consists basically of a

Cook and heat at same time

"WE ARE GOING to arrange the accommodation in our new boat in the same way as Norwegian boats often do — a cabin forward leading directly into the wheelhouse so that the latter will not have to be heated separately."

"We are going to fit a rock gas stove for cooking and have been thinking of installing a charcoal stove for heating."

"Would you recommend a charcoal stove? If not, what kind of space heater would you advise us to install?"

"I do not recommend a charcoal stove because although you may be able to get supplies of charcoal in your home port, you may find purchase very difficult in other ports."

To get a charcoal stove working properly takes time and when you go aboard in winter, you want to be able to heat the accommodation quickly.

A heater on which you can't cook is superfluous in a boat in my opinion.

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It consists basically of a

steel combustion chamber or burner surrounded by a flue pipe, float chamber, drip feed and daily service tank all connected by copper piping.

To start it, put a little fuel oil into the burner, turn a tap so that oil flows from the service tank through the float chamber and drip feed into it, ignite the oil in the burner and then adjust the rate of drip to provide the amount of heat you require.

Burning

After that, provided you have fitted a flue pipe of the minimum length decreed by the manufacturers topped by a properly designed cowl, it will burn away merrily in all kinds of weather however much you float rolls and pitches.

To maintain one of these heaters to ensure constant service requires little effort or skill. Merely top up the daily service tank occasionally, keep cowl and flue pipe free of excessive deposits of soot, and remove sediment from the float chamber from time to time.

If you fit a flue pipe and cowl made of galvanised iron you will, of course, have to replace them after two or three years as they will corrode. But if you fit flexible stainless steel flue piping and a stainless steel cowl, they will last much longer.

'TRACED' AGAIN

ON MAY 6, I said that a supply source of feather traces for lining mackerel is found at Port and Starboard, Weymouth, Dorset.

I have since learnt that traces with up to 20 feathered

Choice of cowl is important. Perkins Boilers can supply both rotating and H-shaped cowls made of stainless steel and, if it is convenient to fit one, I think you would find one of the H-shaped type preferable.

When a boat swings at high or low water and the wind is too light to turn a rotating cowl, only a light puff or two when the cowl is facing in the wrong direction — are sufficient to extinguish a low flame. In my experience, this never happens with an H-shaped cowl.

Either of two heaters made by the company would suit your boat. If there is considerable space in the accommodation and wheelhouse, a Perketts which is capable of producing 20,000 thermal units (equivalent to a little over six kilowatts) will probably be best. Otherwise a Perketts Minor, which can produce 10,000 thermal units, will provide adequate heat.

Hot plate

Both heaters have a removable hot plate on top of the burner and fiddles fitted on top of the stainless steel casing around it.

Even if you don't want to cook on one, a large trawler-type kettle kept in place by the fiddles will supply you with constant hot water while the stove keeps the accommodation warm and dry.

hooks on them for catching cod and pollack as well as mackerel are obtainable from Cornish Feather Traces, P.O. Box 7, Penzance, Cornwall.

They can supply standard ones or traces made to customers' specific requirements.

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